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Thread: DIY VW MKVI Golf Splash Guards

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SK VeeDubR

Member

Join Date: Apr 18th, 2008

Posts: 1,113

☐ DIY VW MKVI Golf Splash Guards

02-20-2013 07:51 PM

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#1

REVISED with new info!

For those requesting I put together a DIY - Sorry it took so long, been busy.

Anyways, since VW does not have an appropriate mud / splash guard for the MKVI Golf R (don't be fooled by people telling you regular MKVI molded splash guards will fit as they will not without extensive modification, and even then will not look like they were intended to) I decided to make my own. I have had great response from both local VW owners AND forum members wanting sets for their cars so I have put together this DIY Guide for fellow enthusiasts - I hope you enjoy!

UPDATED DESIGN

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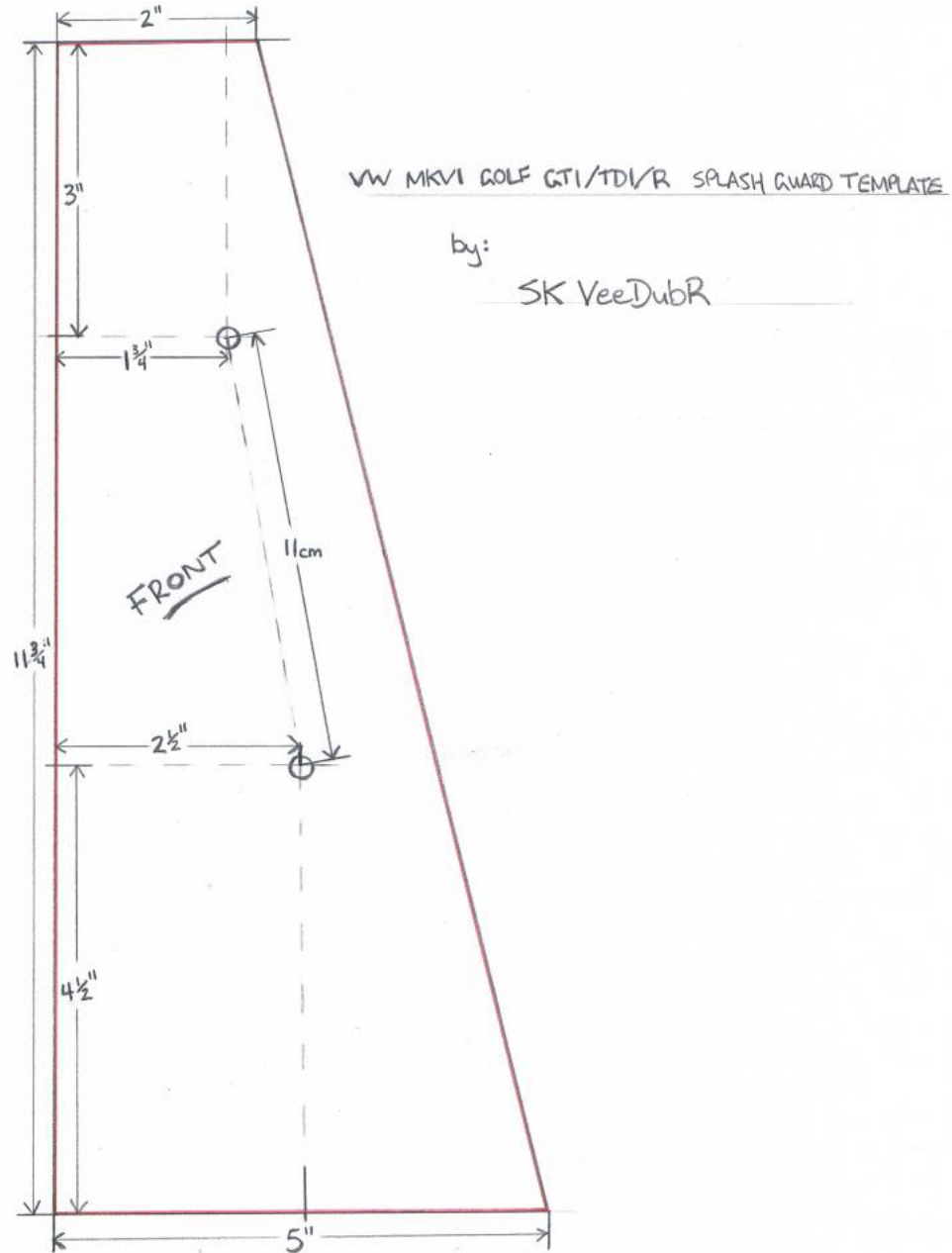
**I by no means can be held responsible for and injury or death that may occur from this how-to. There is a very real chance you could injure yourself and one needs to take the appropriate precautions when working on your car. Use protective eyewear, don't cut towards yourself, use jack stands, don't work on your car while under the influence of drugs or alcohol, and don't walk alone at night, blah blah blah.

I have the utmost confidence if you follow my instructions you will do just fine! Please feel free to PM me if anything is unclear or you need additional instructions and I can walk you through it.**

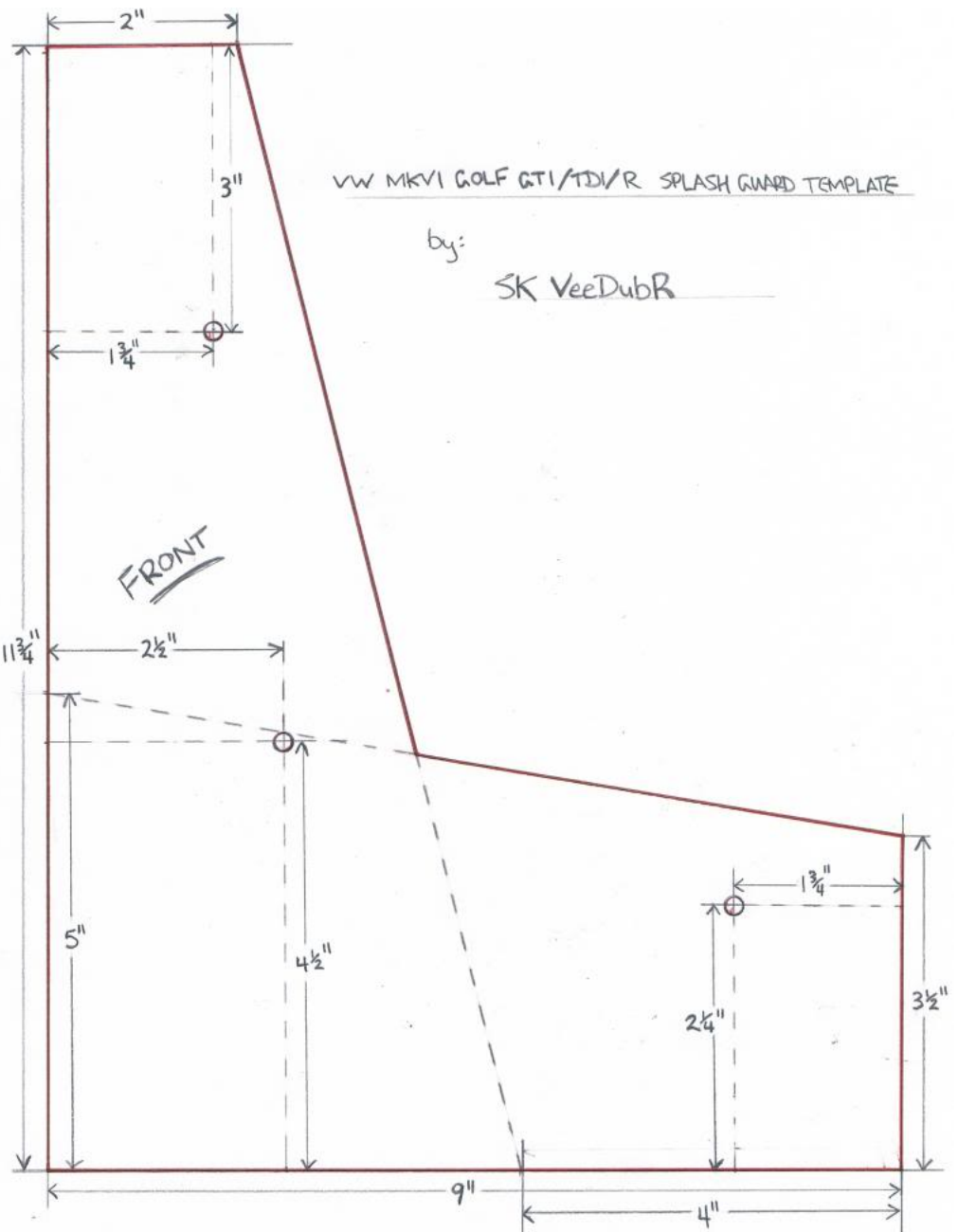
I chose to use a 2-ply fiberglass reinforced rubber compound commonly used in heavy duty splash guard applications (be sure your material is not too thick however, 3 to 4mm is about max thickness you would want to go. I chose a rubber material as it remains flexible in the most extreme cold conditions, and is extremely durable (think tire compound). I personally would tend to avoid plastics such as ABS as it can be quite rigid and become brittle in colder climates. It is also nice to use a more flexible material as it will conform to your car nicer, minimizing any potential gaps.

I recommend drilling pilot holes with a small drill bit, then finishing with a 3/16ths drill bit. If you find you need to fine tune your level, you might need to drill certain holes slightly bigger to allow for some play.

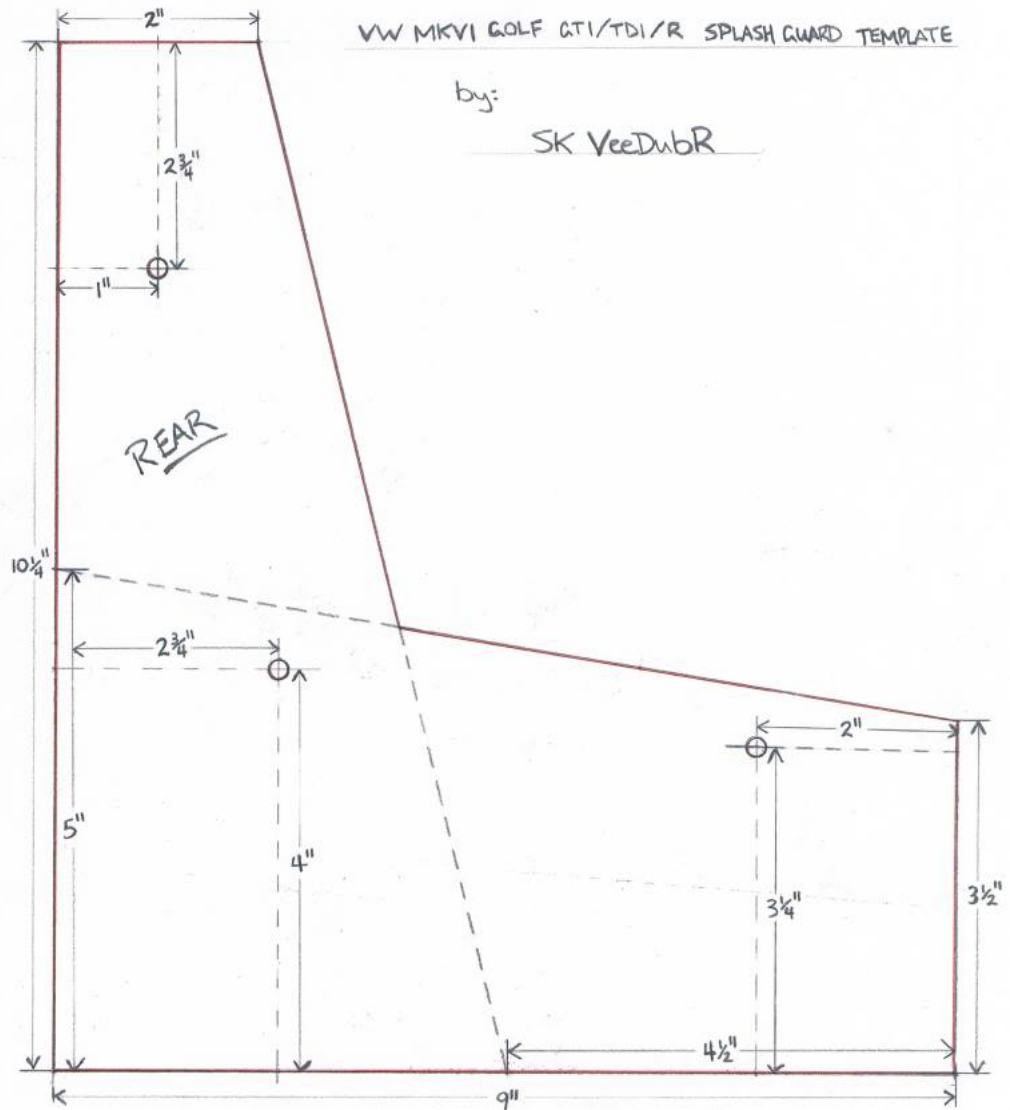
FRONT TEMPLATE (1/2 guard)



FRONT TEMPLATE (full guard)



REAR TEMPLATE



Additional Info

The templates used above are similar in shape to what is on my car now.

* The final shape is up to you, including the length of the splash guards - my templates are only a recommendation on what I found works for my application. You may wish to go longer or shorter, but keep in mind IMHO the optimal difference in length should be 1 1/2 inches (fronts are longer)

Finishing the edges

**You will also notice that the template does not give instructions on how to finish the edges.. There are two styles of edges I recommend.

45degree angle - measure 1/2 inch from each corner then draw a line connecting the two marks and cut along this line, this will give you a nice angled corner.

Rounded - again, measure 1/2 inch from each corner and align a small, round object to these marks (a quarter works like a charm), then carefully cut your corners!

I like to run a 120 grit sandpaper (about the texture of grip tape on a skate deck) over the entire cut edge to soften and smooth.

***Hint: if you temporarily bolt two splash guards together (front to front or rear to rear) you can do your sanding and shaping in half the time.

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I have the utmost confidence if you follow my instructions you will do just fine! Please feel free to PM me if anything is unclear or you need additional instructions and I can walk you through it.**

Items needed

- VW Golf VI Rear Mud Flaps PN 5K0 075 105
- Olfa Knife

Nice to have but not absolutely necessary

- Small tipped paint (art) pen, silver or white works best.
- Beverage of choice

Also, you must use the OEM Mud Guards specified for this to work. While there may be knock-offs that are similar, there are many more knock-offs that are not the same and will not work. Don't say I didn't warn you.

I have spent several hours exploring, various bracket options, measuring, sampling, testing, and even went as far as an attempt to reverse-engineer off OEM parts, but due to the 3-dimensional shape, curvature, and light-weight design required I could not cost-effectively develop something unique. I decided that the best, OEM+ option was to in fact simply use OEM parts, and the solution is a rather eloquent one. Fit and finish in the inner wheel well is near perfect as the core from the MKVI Golf Mud Guard fits perfectly, and mounts with existing OEM fasteners in the fender liner. Only one additional fastener is recommended in the inner fender liner to secure and level out the core (whereas molded OEM Mud Guards require not only one in the fender liner, but another directly into the lower portion of the bumper).

Unlike OEM Mud Guards, NO drilling of the lower bumper is required! And NO molded pieces are against the side of the painted surfaces, thus eliminating damage to painted surfaces that can be caused from such designs.

1. First, you need to acquire an OEM set of REAR Mud Flaps (Schmutzfanger, hinten 🤪) VW Part Number 5K0 075 105,

Schmutzfänger, hinten
Mud Flaps, rear
VW Golf VI GTI
1 Satz / 1 set

5K0 075 105



Made in Germany

Distributed by Volkswagen Zubehör GmbH · Postfach 10 22 70 · 63268 Dreieich

Volkswagen

Original

Volkswagen





2. It helps if you can acquire a second package of hardware as it is nice to use consistent, OEM hardware to mount the new splash guard to the core but this is not absolutely necessary for install.

(I detail install of actual splash guards after this Core Guide, just including this info here as the hardware comes with the OEM rear mud guards)

Hardware that is included in one set should be
C-clips x 2 (not required for this 'core' application)
Torx T20 screws x 4
10mm nylon nuts x 4



Pictured below are the screws and the nuts from one set. You will notice that there are actually two sets here, this is because I recommend picking up a second set of the hardware from your dealer if possible to keep all the hardware OEM. If they do not have any readily available you can go to any hardware store and get an additional 4 screws and nylon nuts. I am a bit OCD when it comes to these sorts of things so I like everything to match.

(u can use VW PN N-909-747-01 these are appropriate bolts with proper thread pitch, T25, and are OEM if you cannot get an extra set of hardware, as the extra hardware from the kits are apparently not sold separately)



3. Separating the molded, outer guard from the core.
See the thin silver line on the underside of that 'ledge'? This is where you will make your first cut. I prefer to use a razor sharp Olfa knife.



Continue up along the ridge between the textured outer shell, and the inner core.



I find you don't need to cut all the way through the first pass, as the outer textured shell can actually be pulled away from the core if there is a guide cut.





This is what you should be left with.



Notice the cut line



4. Flip it over again, and now we will be removing the 'shelf'. It serves no purpose now, other than to collect dirt and debris. See the silver line – this is where we will make our second cut.





This is what you should be left with.



** From this point forward you might find it easier to use a lift or a jack with jack stands and remove the wheel for better access, but completing the core can be performed while the car remains on a level surface.

5. Next, go to your car and remove the two inner fender liner screws (sorry, I already removed them in this pic.). Note there is a third screw at the very bottom corner – don't take this one out or your car might explode.



Place your almost completed core into the inner fender and secure it using the two screws you just removed.



Trace a line where the lip of the core passes over the fender, this will need to be trimmed also.



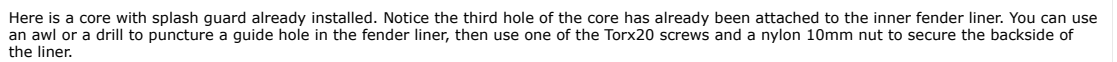


Now you should be able to tuck the outer lip of the core behind the fender like this





And here is your new 'core'! The holes are to give you an idea only. To properly mount your splash guards you will need to do so after the core is installed using all three core holes.





And there you have it! Core installed!

VW MKVI Golf / GTI / R OEM Custom Splash Guard Install

Tools Required

Torx T25
Torx T20
10mm wrench
Drill (and small drill bit)
Jack and Jack Stand (Lift optional, if you have access will make leveling splash guards easier)
Tire iron and 17mm wrench for removing wheels
Wheel lock key if appropriate
Torque wrench

Nice to have but not absolutely necessary

Awl (not absolutely necessary, can use drill instead)
Small Level (torpedo level works great)
Small tipped paint (art) pen, silver or white works best.
Painter's tape
Beverage of choice

Parts required

OEM Core (L+R, see core DIY above)
Rear Splash Guards (L + R)
Front Splash Guards (L + R)
8 Torx Screws (T25 and/or T20)
(u can use VW PN N-909-747-01 these are appropriate bolts with proper thread pitch, T25, and are OEM if you cannot get an extra set of hardware, as the extra hardware from the kits are apparently not sold separately)
6 10mm Nylon Nuts

DIY Install Instructions

First, take a minute to familiarize yourself with all the components involved. Each drill hole should be slightly larger than the screws provided – this will allow for fine adjusting of the angle the splash guards will sit. Above all, don't rush – If the splash guards are not reasonably level, the untrained eye will pick up on this discrepancy.

Before you begin, take time to wash your car thoroughly, especially on the surfaces you will be working.

1. With the car on the ground, on a level surface (such as a garage pad), turn the front wheels to full lock counter clockwise. This will provide enough room to access the driver's side inner fender where you will find two fender screws (T25), remove both screws.
2. Align the holes on the correct front splash guard (smaller of the two sizes), and reinsert each screw. Tighten to friction, but do not fully tighten the splash guard at this time. Using your level, ensure the splash guard is level vertically. Once level, tighten splash guard to fender. **** DO NOT OVER TIGHTEN** – you will strip backing plates and/or risk cracking your side skirt (Golf R).
3. Repeat for passenger side.
4. While car remains on level ground, measure from the ground to the top of the front splash guard, measure both sides – should be identical. (Measure to top of splash guard, not outer, curved corner.) Second, measure how far out your front splash guards sit and make note of this distance as it should be the same when you mount the rear splash guards.
5. Take your painter's tape and mark on your rear fenders on each side the height to which your rear splash guards should reach. (The height of all four splash guards should be identical for aesthetic purposes)

6. Now lift your car and remove wheel (if using jack with jack stands this will require an extra step to ensure level).
 7. With wheel removed you now have plenty of access to rear inner fender well. Observe there are three T25 fender screws near the most outside edge. You will need to remove the TOP two only. Do not remove the bottom-most screw.
 8. Ensure you have the correct rear OEM bracket in hand, and place over screw holes. Now replace those two screws you just removed, securing the bracket to the fender liner (tighten but DO NOT over tighten to avoid damage). ** Note, there is a bit of play in this bracket both vertically and horizontally so try to center your screws so that the bracket is centered in case you wish to make any fine adjustments after the splash guard is installed. ** Make sure you tuck the lateral side of the bracket BEHIND the fender lip, this will enable your splash guards to sit flush against the fender.
 9. Flex up, and back the inside arm of the bracket so that it is relatively flush with the inner fender liner, now using an awl (or screwdriver with small drill bit), make a pilot hole in the fender liner. Now, take one of the screws provided in the kit and secure it through the fender liner, and backing it with a nylon nut. Your bracket is now secure.
 10. Taking the appropriate rear splash guard, hold it up to the bracket, and align it to the top of your painter's tape on the fender to achieve the appropriate height, and extend it out the same distance as your front's (helps to have a friend to help you align at this point). Once aligned, drill a SMALL pilot hole, approximately half the size, and centered through the top hole of the splash guard, and in to the bracket. DO NOT DRILL INTO YOUR ACTUAL FENDER!!
 11. Using another screw provided, screw through the top hole, into the bracket, fairly firm but not all the way just yet. *NOTE – you will not back this screw with a nylon nut due to access issues, but the small hole in the bracket will hold it plenty tight.
 - 12a. If car is on a lift, leveling is simple. Using your level, ensure rear splash guard is vertically level. Once you find the correct position, mark and drill another pilot hole, as above, through the bracket on the bottom outer part of the splash guard and back with a nylon nut. Now do the third and innermost hole, using pilot hole, screw, and backing nut.
 - 12b. If car is lifted one side at a time, you will need to do the following.. Replace the wheel securely, and lower the car to level ground. Now, using your level, ensure rear splash guard is vertically level. Once you find the correct position, mark this spot with your silver pen. Now, jack your car up and remove wheel once more to gain access. Drill your pilot hole and secure the bottom outer corner. Now, drill one more pilot hole in the bottom, inner portion of the bracket and secure with screw and backing nut.
 13. Recheck your level, and make any fine adjustments necessary. Once happy, tighten but DO NOT OVER TIGHTEN as you risk stripping backing nuts and pilot holes, and warping the splash guard.
 14. Repeat for other side.
- ** One final tip on aesthetics – if you tend to be slightly out of vertical, this is o.k., as long as the bottom edge is a hair further out than the top edge. Because our cars sit with a tiny amount of camber, this will flow well with the tires, especially if lowered. If the bottom edge is slightly further in, it will look very awkward.

Reference Instructions for OEM Mud Guards

Fronts



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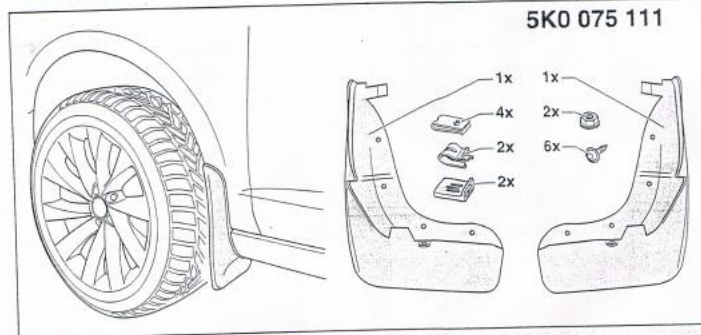
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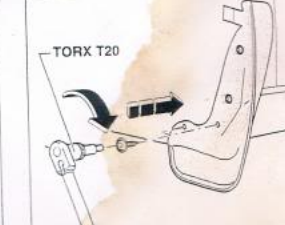
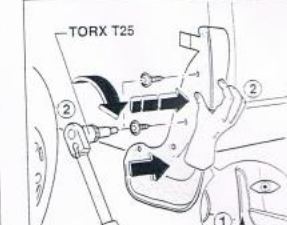
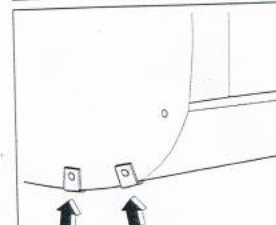
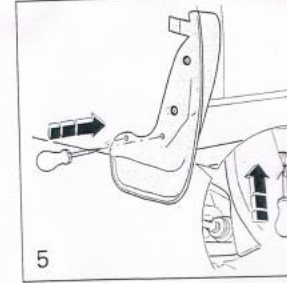
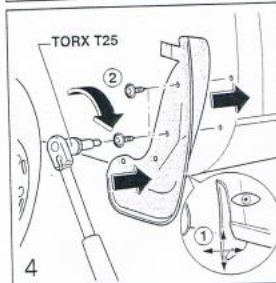
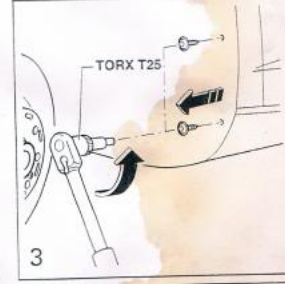
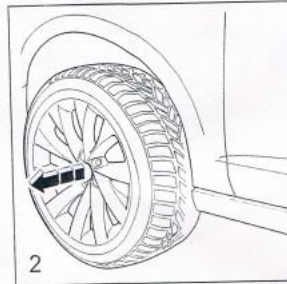
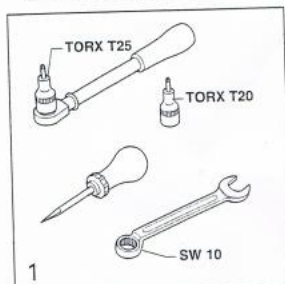
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Golf 2009 ⇒



Rears



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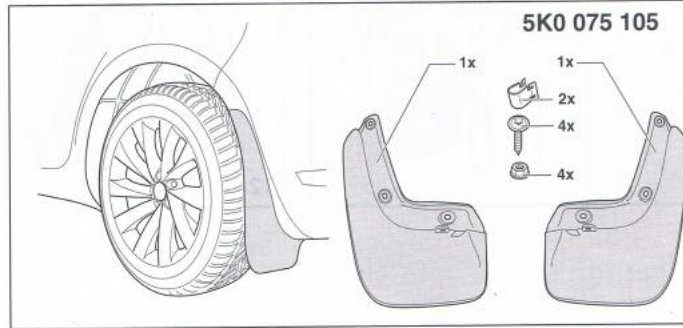
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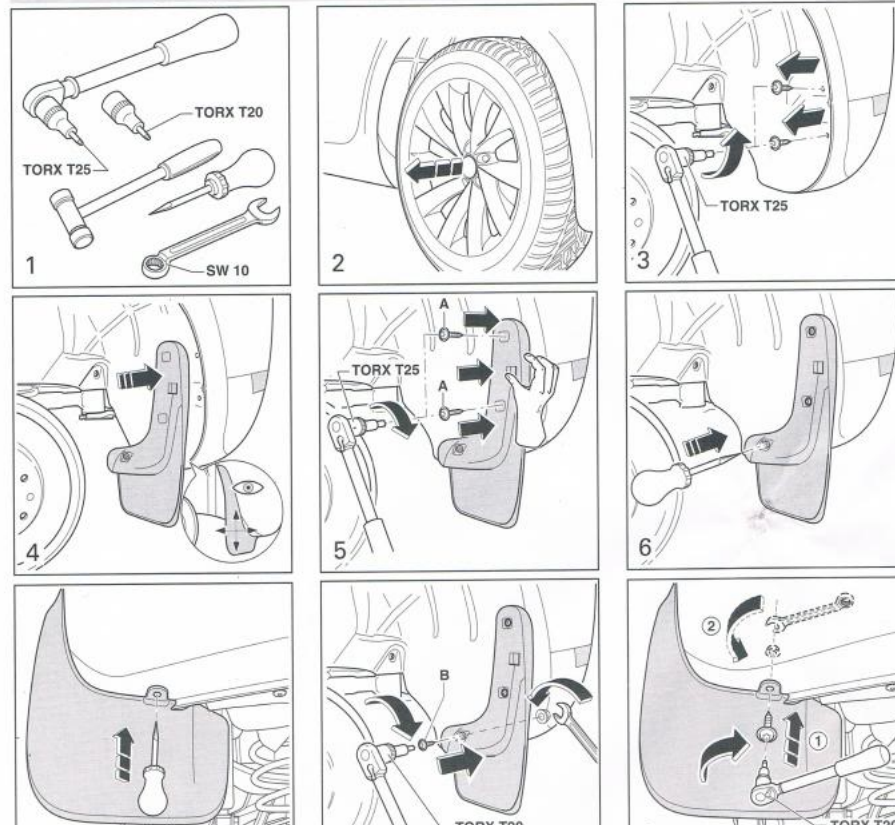
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Golf GTI (A6) 2009 ⇒



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Last edited by SK VeeDubR; 06-29-2013 at 11:13 PM.



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lobuzz311

Member



Join Date: Oct 12th, 2011
Location: San Jose, CA
Posts: 917
Vehicles: 2012 Golf R, 2011 Ford

02-21-2013 01:06 AM

Reply

#2

Very nice writeup! 🙏

I've had the fronts on my car for a while (pulled the pattern from an Aussie VW site), but I didn't see a way to make it work in the rears. This is super helpful & amazingly detailed! 🙏

2012 Golf R - Candy White 4-door ([Build Thread](#))



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02-21-2013 04:16 AM [Reply](#) #3

WOW Michael, that is one mega DIY, nice write up 😊

MY11 Golf R || Rising Blue || DSG - 2 Pedals 2 Clutches || 19" Talladegas Black || Sunroof || RNS-510 || Dynaudio || Spectune || Volant CAI || Tarmac Custom Engine Cover || Mini Splash Guards || R-Line Centre Caps || Tarmac Black Exhaust Tips



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SK VeeDubR ◊
Member
Join Date: Apr 18th, 2008
Posts: 1,113

☐ Revised DIY 06-29-2013 11:10 PM [Reply](#) #4

Revised Design based on feedback! Includes full front guards!

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tzwizard ▾

Member
 Join Date: Aug 15th, 2005
 Posts: 185



No one really has a good solution, so let's ask WeatherTech to design and build some for us! The more people who request them, the better chance they'll make for our cars! Let's do it before winter hits!

<http://www.weathertech.com/service/p...-request-form/>

Product: <http://www.weathertech.com/product-e...ll-digitalfit/>

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SK VeeDubR ▾

Member
 Join Date: Apr 18th, 2008
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Originally Posted by **tzwizard**

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<http://www.weathertech.com/service/p...-request-form/>

Product: <http://www.weathertech.com/product-e...ll-digitalfit/>

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<http://forums.vwvortex.com/showthread.php?5573280>
<http://forums.vwvortex.com/showthread.php?5966035>
<http://forums.vwvortex.com/showthread.php?5799316>

either you can't read, or you simply can't follow instructions/lack the very basics of any technical skill. I basically spoon-fed the info on how to create your own, and you can use whatever material/universal splash guard you wish, including rally armor.

Aside from this, good luck ever trying to convince a large company to make a dedicated splash guard for a small audience like MK6 Golf R owner's.

Last edited by SK VeeDubR; 09-18-2013 at 11:57 AM.

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